	su iii i ait - Gailitizeu	Copy Approved for Releas	e 2012/04/03 : (JIA-RDP82-0045/R00/000100	009-0
		CENTRAL INTELLIGENCE AGENCY		REPORT	
•	IN	FORMATION F	EPORT	CD NO.	
COUNTRY	Rumania			DATE DISTR. 5 Mar 51	·
ŽSUBJECT	Construction of at Mangalia	a Canal for Submarines	ı	NO. OF PAGES 2	
EPLACE ACQUIRED				NO. OF ENCLS. 1 sketch (LISTED BELOW)	
DATE OF INFO.				SUPPLEMENT TO REPORT	
M OP THE UNITED	Contains information affecting the States within the meaning of the 22, as amended, its transcission	* TENIONACE ACT NO 555	THIC IS LINEVI	50X ALUATED INFORMATION	1-HUM
Mi of its continue	5 PR ABY MANUER TO AN CHAUTHOSI AMPRODUCTION OF THIS FORM 19 P	ZED SERECH IS PRO- BIL	THIS IS ONEW	ALONIED IN OUR MINION	
			·		50X1-HUM
1.	and three workme between the port	n arrived at Mangalia.	The party of forming local	three civilian engineers carried out survey work inhabitants that work bly.	
2.	The real object of the survey was to construct a canal linking the port of Mangalia with Lake Mangalia for the use of submarines which would be based on the lake. A sum of six billion lei had been allocated for the project, which was to include repair work on coastal defenses in the Mangalia area.				
3.	Shortly after the surveying party completed their work, about two platoons of Rumanian engineers arrived at Mangalia to repair and reinforce local machine gun positions and gun emplacements. The party was under the command of a Colonel Nakes; it also included a civilian engineer.				
.	Judging from the work carried out by the surveying party it was expected that the canal would join the lake at a location named Bas Punar, also known as the Coman Farm. At this point three streams joined the lake. It was reported that the canal would have a width of 35 to 40 meters and a length of 700 to 800 meters.				
5.	During the period August to October 1950, work was in progress on digging the canal; work was carried out simultaneously on various sections along the projected course. Difficulties were encountered through seepage of ground water. In mid-October certain sections had attained a depth of two meters and a width of 12 to 15 meters. The banks were dug vertically. A dredger which had arrived in Mangalia in early 1950 was used on the project.				
	meters and a wid A dredger which	th of 12 to 15 meters.	The banks w	vere dug vertically.	
6.	meters and a wid A dredger which project. A single-track r materials; two D	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us ls such as cement and	The banks was a in early 15 cructed for the led. As of mi	vere dug vertically. 950 was used on the	
	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us ls such as cement and he site.	The banks was a in early 15 cructed for the ded. As of mi metal rods for different were endingers were endingers.	rere dug vertically. 50 was used on the ne transportation of id-October 1950, no or reinforced concrete	
	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw At first their o	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us 1s such as cement and he site. o hundred Rumanian soluly tools were picks a CONFIDENTI	The banks was in early 15 cructed for the led. As of mi metal rods for diers were end shovels, hear	were dug vertically. 250 was used on the me transportation of id-October 1950, no or reinforced concrete magaged on the project. mowever, in early	
7.	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw At first their o	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us 1s such as cement and he site. o hundred Rumanian soluly tools were picks a CONFIDENTI FICATION SECRET/CON SECRET/CON DISTRIBUTE	The banks was in early 15 cructed for the bed. As of mi metal rods for diers were entered shovels, hear that the banks were entered showels, hear that the banks were entered to be a showels, hear that the banks were entered to be a showels, hear that the banks were entered to be a showels, hear that the banks were entered to be a showels, hear that the banks were entered to be a showels with the banks were and the banks were entered to be a showels with the banks were entered to be a showel to be	rere dug vertically. 50 was used on the ne transportation of id-October 1950, no or reinforced concrete	
7.	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw At first their o	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us 1s such as cement and he site. o hundred Rumanian soluly tools were picks a CONFIDENTI FICATION SECRET/CON SECRET/CON DISTRIBUTE	The banks was in early 15 cructed for the ded. As of mi metal rods for diers were end shovels, hear of the ded.	rere dug vertically. 250 was used on the ne transportation of id-October 1950, no or reinforced concrete negaged on the project. newever, in early	
7.	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw At first their o	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us 1s such as cement and he site. o hundred Rumanian soluly tools were picks a CONFIDENTI FICATION SECRET/CON SECRET/CON DISTRIBUTE	The banks was a in early 15 cructed for the led. As of mi metal rods for diers were end shovels, heart for the led. TROL - U.S. (100) Decomes the learn for the learn fo	rere dug vertically. 250 was used on the ne transportation of id-October 1950, no or reinforced concrete ngaged on the project. nowever, in early DEFICIALS ONLY	
7.	meters and a wid A dredger which project. A single-track r materials; two D building materia had arrived at t Approximately tw At first their o	th of 12 to 15 meters. had arrived in Mangali ailroad line was consteutsch engines were us 1s such as cement and he site. o hundred Rumanian soluly tools were picks a CONFIDENTI FICATION SECRET/CON SECRET/CON DISTRIBUTE	The banks was in early 15 cructed for the banks of minetal rods for the banks were end shovels, he can be comedified to the banks of th	rere dug vertically. 250 was used on the de transportation of id-October 1950, no or reinforced concrete degaged on the project. however, in early	/ / / 50X1-HUM

Declassified in Part - Sanitized Copy Approved for Release 2012/04/03 : CIA-RDP82-00457R007000100009-8 CONFIDENTIAL

SECRET/CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

¥ 2 --

50X1-HUM

October 1950, 12 to 15 excavators and trucks arrived at the site. The project was under the direction of the Sovromconstructie.

- 8. The following is the legend for the attached sketch:
 - 1 Port of Mangalia,
 - 2 Public park.
 - 3 Course of the canal.
 - 4 Single-track railroad line.
 - 5 Mangalia-Sabla/Bulgaria road.
 - 6 Metal cantilever-type road bridge under construction.
 - 7 Former flour mill; demolished to make way for the canal.
 - 8 Brusale flour mill.
 - 9 Lake Mangalia.
 - 10 Concrete road bridge.
 - 11 Small canal forming an outlet to sea from the lake.
 - 12 Town limit.

9. Notes on Lake Mangalia

- a. This is a fresh water lake. A canal about ten meters wide (No. 11 on the sketch) formed an outlet to the sea. The banks were masonry; the depth alongside was about one meter. The depth in the middle of the canal was not known but underneath the bridge it was 2 to 2.5 meters.
- b. West of the bridge up to the town limit the banks of the lake were sloping. Further to the west, however, they were rocky and precipitous.
- c. Mear the bridge the depth alongisde the banks was about one meter, up to a distance of 4 to 5 meters off shore. The depth in the middle of the lake increased gradually from west to east from 10 to 86 meters.

CONFIDENTIAL

Declassified in Part - Sanitized Copy Approved for Release 2012/04/03 : CIA-RDP82-00457R007000100009-8

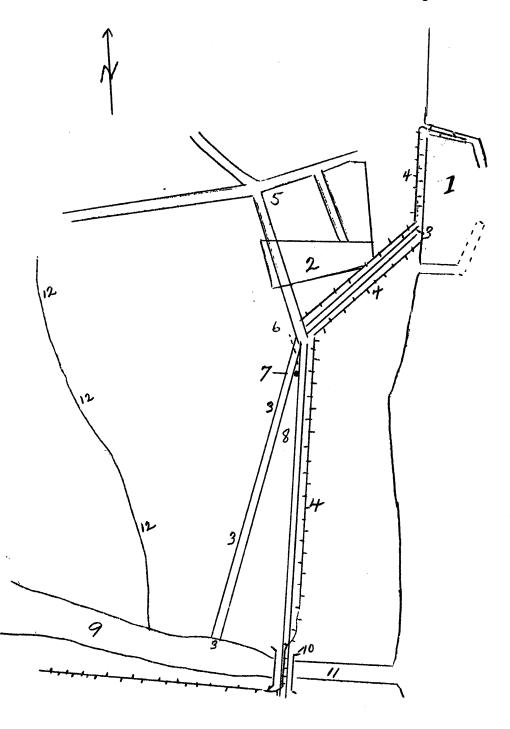
SECRET/CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

- 3 -

50X1-HUM

Construction of a Canal for Submarines at Lake Mangalia



CONFIDENTIAL

SECRET/CONTROL - U.S. OFFICIALS ONLY

Declassified in Part - Sanitized Copy Approved for Release 2012/04/03: CIA-RDP82-00457R007000100009-8